Renault Scenic E-Tech

Standard Safety Equipment

2022

Adult Occupant	Child Occupant
88%	89%

Vulnerable Road Users	Safety Assist
77%	85%

SPECIFICATION

Tested Model	E-TECH EV87kwh 220ch - 4 x 2 Techno
Body Type	5 door hatchback
Year Of Publication	2022
Kerb Weight	1852kg
VIN From Which Rating Applies	- all Scenic E-Techs
Class	Small Family Car

Version 270524

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	–
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	–
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	✖	✖	✖
Centre Airbag	●	●	–

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	–	●	●
Integrated CRS	–	✖	✖
Airbag cut-off switch	–	●	–
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

● Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

ADULT OCCUPANT

Total 33.7 Pts / 88%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

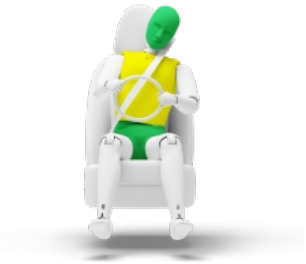
Frontal Impact — 13.2 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

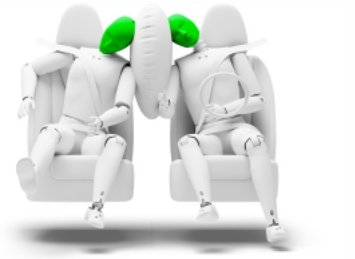
Lateral Impact — 15.1 / 16 Pts

Side Mobile Barrier



Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact — 3.5 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 33.7 Pts / 88%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available

Comments

The passenger compartment of the Scenic E-Tech remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Renault showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the chest of both the driver and passenger was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Scenic E-Tech would be a somewhat aggressive impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas, for both the driver and rear passenger. In the side barrier test, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. In the more severe side pole impact, protection of all critical body areas was good or adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The countermeasure to mitigate against occupant-to-occupant injuries in side impacts performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats indicated good whiplash protection. The Scenic E-Tech has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision.

CHILD OCCUPANT

Total 43.7 Pts / 89%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children 23.7 / 24 Pts

Frontal Impact	15.7 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix SL*
Restraint for 10 year old child: *Britax Römer Kidfix SL*

Safety Features 8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✖
i-Size	●	●	✖
Integrated CRS	✖	✖	✖

● Fitted to test car as standard ○ Not on test car but available as option ✖ Not available

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CRS Installation Check 12.0 / 12 Pts

Install without problem | Install with care | Safety critical problem | Installation not allowed

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

BeSafe iZi Kid X2 i-Size (i-Size)

Britax Römer TriFix2 i-Size (i-Size)

BeSafe iZi Flex FIX i-Size (i-Size)

ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)

Cybex Solution Z i-Fix (ISOFIX)

CHILD OCCUPANT

Total 43.7 Pts / 89%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Britax Römer King II LS (Belt)

Cybex Solution Z i-Fix (Belt)

Comments

In both the frontal offset and side barrier tests, protection of all critical part of the body was good or adequate, both for the 10-year and 6-year dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for the which the car is designed could be properly installed and accommodated in the car.

CHILD OCCUPANT

Total 43.7 Pts / 89%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	●	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	●	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	●	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	●	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✖	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed — Not available

Comments

In both the frontal offset and side barrier tests, protection of all critical part of the body was good or adequate, both for the 10-year and 6-year dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for the which the car is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 42.0 Pts / 77%

GOOD ADEQUATE MARGINAL WEAK POOR

VRU Impact Protection

26.8 / 36 Pts

Head Impact	15.9 Pts
Pelvis Impact	4.9 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

15.2 / 18 Pts

System Name	Active Emergency Braking system
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

VULNERABLE ROAD USERS

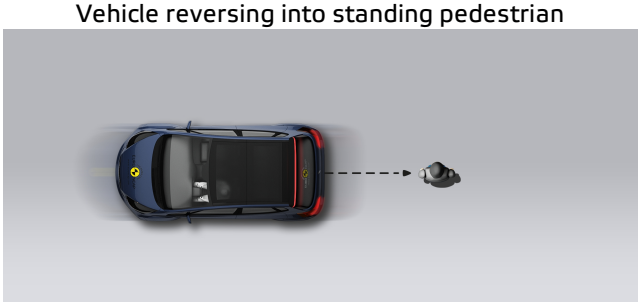
Total 42.0 Pts / 77%

AEB Pedestrian

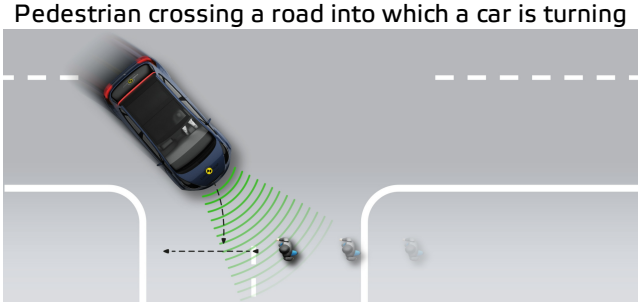
7.0 / 9 Pts

- **Day time**

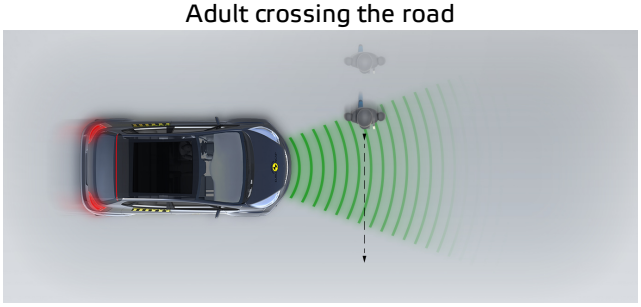
Vehicle reversing into standing pedestrian



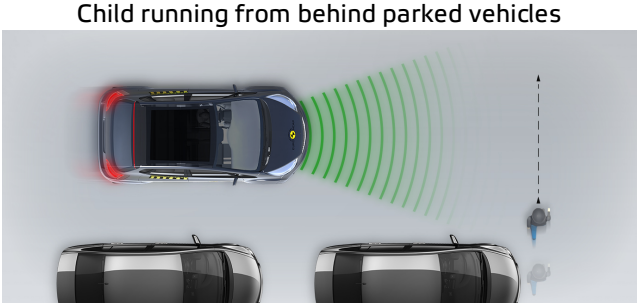
Pedestrian crossing a road into which a car is turning



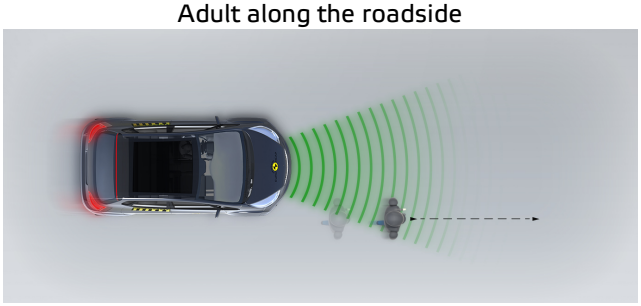
Adult crossing the road



Child running from behind parked vehicles

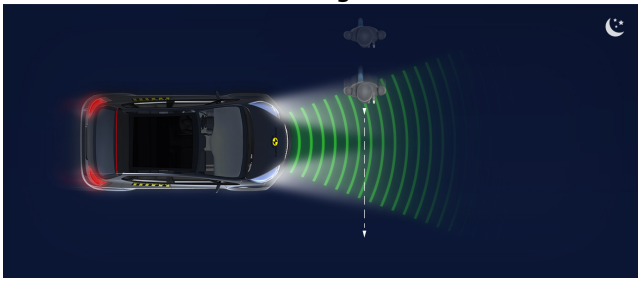


Adult along the roadside

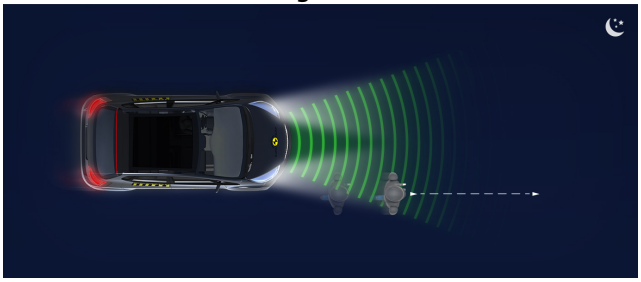


- **Night time**

Adult crossing the road



Adult along the roadside



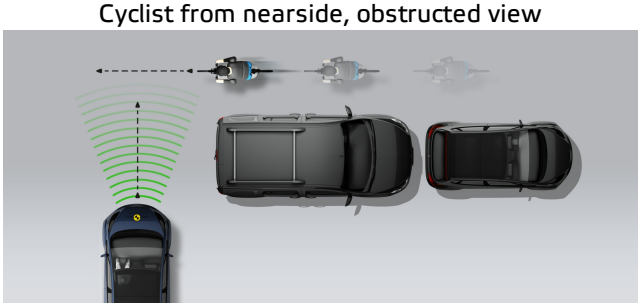
VULNERABLE ROAD USERS

Total 42.0 Pts / 77%

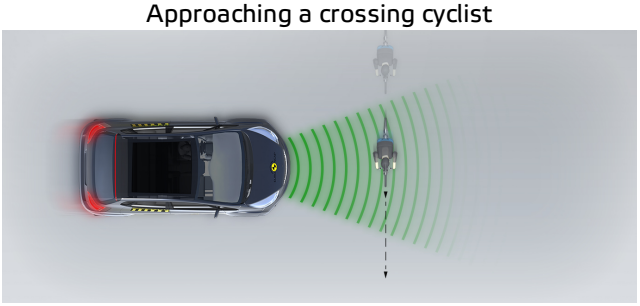
AEB Cyclist

8.2 / 9 Pts

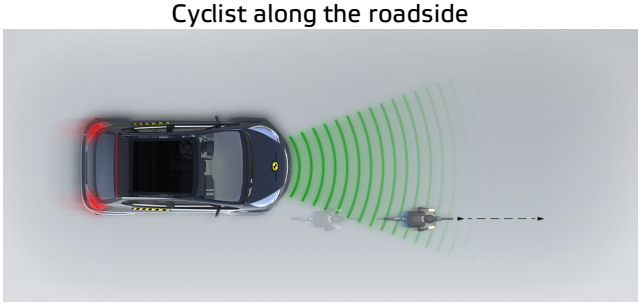
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with some poor results recorded on the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test points. Protection of the pelvis was mixed but predominantly good or adequate. The autonomous emergency braking system, fitted as standard, can detect vulnerable road users as well as other vehicles. The system performed well in tests of its reaction to pedestrians and cyclists, with collisions avoided or mitigated in most scenarios.

SAFETY ASSIST

Total 13.8 Pts / 85%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.5 / 3 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

3.0 / 3 Pts

Seatbelt Reminder

2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass ● Fail — Not available

Driver Monitoring

1.0 / 1 Pts

System Name	DAA
Type	Steering input
Operational From	50 km/h

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SAFETY ASSIST

Total 13.8 Pts / 85%

Lane Support

2.8 / 4 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

5.5 / 6 Pts

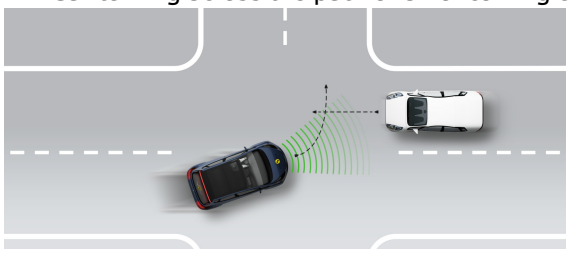
System Name	Active Emergency Braking System
Type	Autonomous emergency braking and forward collision warning
Operational From	7 km/h
Sensor Used	camera and radar

SAFETY ASSIST

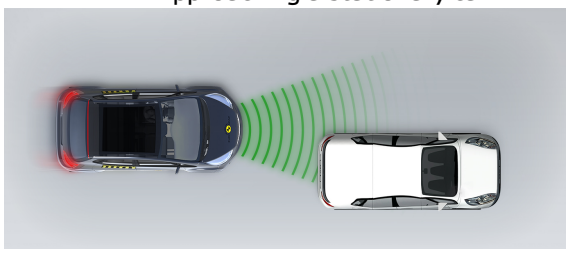
Total 13.8 Pts / 85%

- **Autobrake function only**

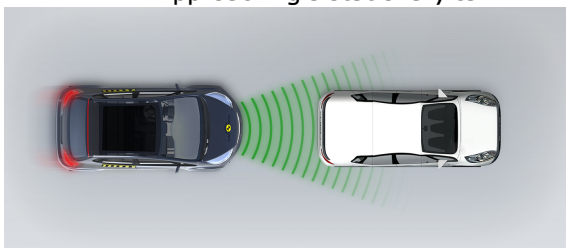
Car turning across the path of an oncoming car



Approaching a stationary car



Approaching a stationary car



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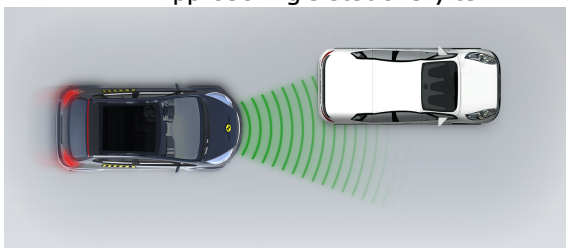
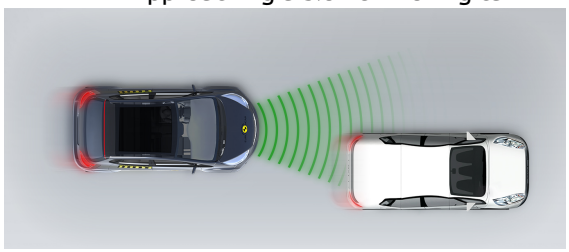
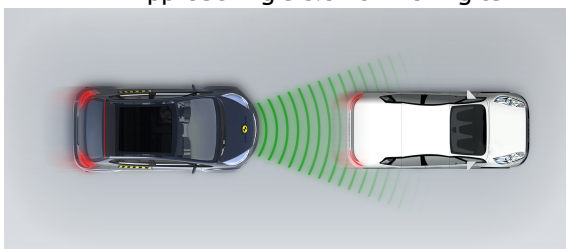


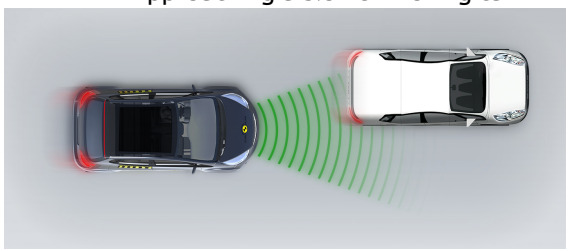
Approaching a slower moving car



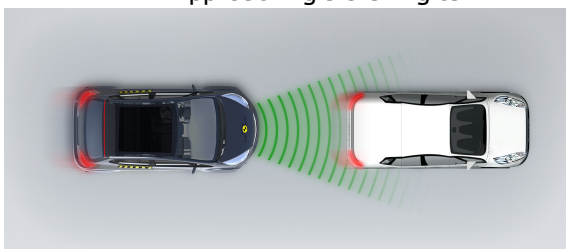
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

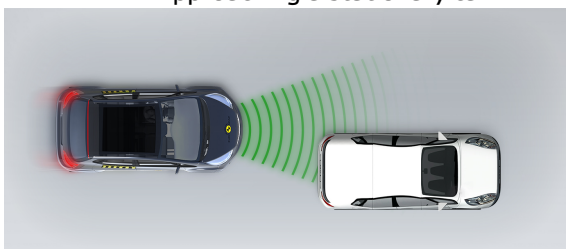


SAFETY ASSIST

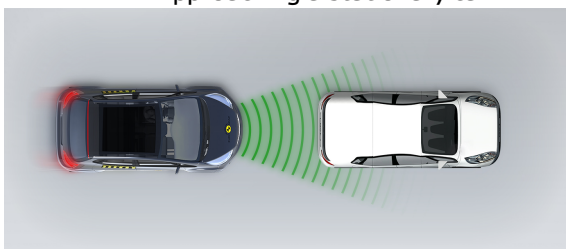
Total 13.8 Pts / 85%

- **Driver reacts to warning**

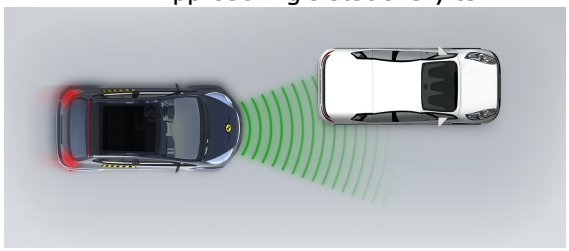
Approaching a stationary car



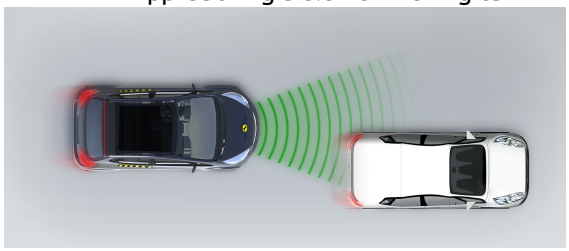
Approaching a stationary car



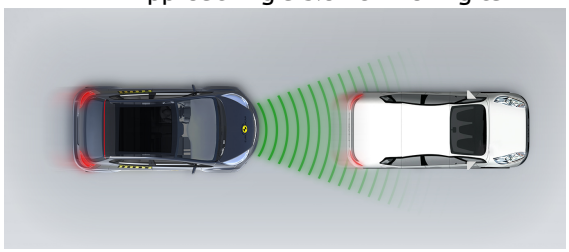
Approaching a stationary car



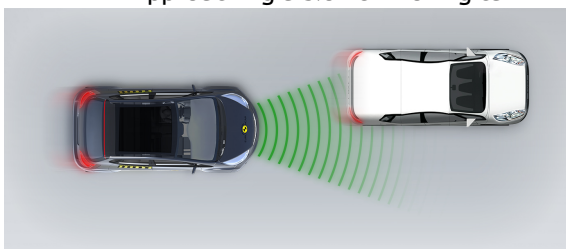
Approaching a slower moving car



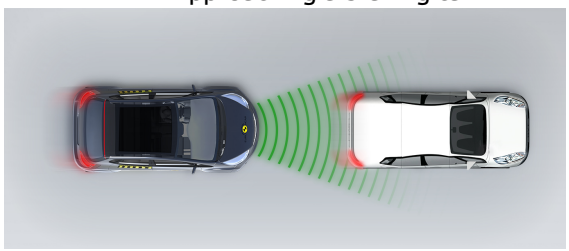
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



SAFETY ASSIST

Total 13.8 Pts / 85%

Comments

In tests of its response to other vehicles, the autonomous emergency braking system performed adequately. A lane support system gently corrects the steering if the car is drifting out of lane and it can also intervene more aggressively in some other, more critical, situations. The speed assistance system can detect the local speed limit and presents the information to the driver, allowing the speed limiter to be set appropriately. A seat belt reminder is standard for all seating positions.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	Electric 60kwh 170ps	Scenic E-Tech	4 x 2	✓	✓
5 door SUV	Electric 87kwh 220ps *	Scenic E-Tech	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2024	Rating Published	2022 ★★★★★	✓